



'Flying Gators'

University of Florida's 'Flying Gator's' CAP-AFROTC squadron takes to the air over 'The Swamp'

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Fighting back!

General Anderson addresses CAP's fiscal 1997 funding battle and what CAP members — seniors and cadets — can do to fight back

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Air
Patrol

NEWS

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CAP in fight for its life

Mary Nell Crowe

Director, Marketing &
Public Relations

CAP National Headquarters

MAXWELL AFB, Ala. — As more than 52,000 volunteer members of Civil Air Patrol prepare to celebrate 55 years of service performing missions for America as the official Air Force Auxiliary, CAP's leadership learned that efforts are again underway in the Senate Armed Services Committee subcommittee on readiness, chaired by Senator John McCain, R-Ariz., to significantly reduce CAP's DoD funding and transfer the organization to the Department of Transportation.

The vital role that CAP plays in the long term military readiness of active duty U. S. Air Force personnel is the very reason CAP could not survive a transfer to DOT, according to CAP National Commander Brig. Gen. Richard L. Anderson. "The potential cuts and move are



The potential cuts and move are proposed in spite of the fact that CAP is poised to take on more Air Force functions, such as assuming the day-to-day operations of the Air Force Rescue Coordination Center at Langley Air Force Base in Virginia.

Brig. Gen. Richard L. Anderson, CAP National Commander



proposed in spite of the fact that CAP is poised to take on more Air Force functions, such as assuming the day-to-day operations of the Air Force Rescue Coordination Center at Langley Air Force Base in Virginia," says Anderson. "Additionally, CAP is pursuing playing a greater role in Air Force recruiting through CAP's Cadet Programs, supplementing Air Force chaplain services, and formalizing procedures for CAP personnel to provide direct communications support for the Air Force. Through its unpaid volunteer member-

ship, CAP stands ready to relieve the manpower demands on Air Force personnel stretched thin today due to cutbacks over the past several years," adds Anderson.

In a letter to Anderson last November, Air Force Chief of Staff Gen. Ronald R. Fogleman wrote, "We value the dedication and commitment of the men and women of the Civil Air Patrol. The initiatives to expand even further the noncombat missions of the Air Force performed by CAP's unpaid volunteers will make the CAP an increasingly valuable na-

tional treasure."

The initiatives for CAP to further augment services for the Air Force were begun under the auspices of Deputy Assistant Secretary of the Air Force for Reserve Affairs Bryan E. Sharratt to more completely integrate CAP as a full member of the Air Force's "total force" team, which includes Reserve, Guard and active duty personnel.

CAP performs all of its activities under the banner of the three Congressionally mandated missions of Emergency Services, Aerospace Education, and Cadet Pro-

grams. All of these are done both directly and indirectly in the name of and for the benefit of the Air Force.

The proposed move to DOT is envisioned by McCain to include funding for only air SAR missions. CAP's Cadet Program and Aerospace Education would be eliminated. The proposed transfer does not take into account the significant savings CAP's cadet program and aerospace education provide to the Air Force and the nation.

CAP provides aerospace education to the classrooms of more than 500,000 students each year either directly through in-school presentations or by educating teachers. The result — an airpower-aware citizenry across the country. In many cases, CAP is a community's only airpower advocate.

Ten percent of the cadets at the Air Force Academy are former CAP cadets. CAP ca-

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ENID 'EXERCISE'

Col. Buster Ellis, left, commander of the 71st Flying Training Wing at Vance Air Force Base, Okla., watches the activities of Oklahoma Wing's Maj. Don Van Alstine, search and rescue exercise mission coordinator and Muskogee Squadron commander, and 2nd Lt. Clark Ogilvie, Council Oak Squadron's mission public affairs officer during a recent SAR exercise held at Woodring Airport in Enid, Okla. The exercise went "real-world" twice while the colonel was visiting when the wing responded to a military helicopter crash and an emergency locator transmitter mission. For more on the wing's exercise, turn to Page 3.

Florida Wing conducts search for downed Cessna with two on board

FLORIDA — Just after midnight on March 2 1st Lt. John Bayne received a call from the commander of Florida Wing's Group 6, Maj. Noren, regarding a search mission that was being organized at the Gainesville Regional Airport.

A Cessna 172, en route from Auburn, Ga., to Orlando, Fla., with two people on board was missing and believed down southeast of the Gainesville Airport. The aircraft was on an IFR flight plan when it requested a diversion to Gainesville due to weather and then vanished from RADAR shortly thereafter.

The Group 6 alerting system was put into action. Capt. Zee Delic, Central Florida Senior Squadron, took

The aircraft was on an IFR flight plan when it requested a diversion to Gainesville due to weather and then vanished from RADAR shortly thereafter.

charge of alerting the south side of the group, while Bayne alerted the north side.

Deland Squadron was tasked with providing an aircraft and aircrew for the search, but adverse weather en route and in the search area made an early arrival at Gainesville unlikely. Bayne conferred with Lt. Col. Massey on the phone concerning what special resources were needed at the mission base. Lt. Col. Massey indicated that more adequate radio communications were needed, especially HF and Air Band.

At about 1 a.m., the first element of the Daytona Beach Composite Squadron Communications Jump Team was alerted. By 1:30 a.m. a team of three communications specialists and three support personnel were prepared to mobilize the Jump Team to the Gainesville Airport to set up and man a complete Mission Communications Center.

The team gathered at the Daytona Beach Squadron Headquarters at 3:45 a.m. to load equipment. By 5 a.m. they were on the road with a convoy of four vehicles.

The team arrived at mission headquarters at 7 a.m. and after a short briefing began to establish a communications center. The center was installed inside a motor home loaned from the Alachua County Sheriff's Dept. Commercial power was available on site, although the team came prepared with gasoline driven generators.

By 8:25 a.m. a complete center was

100 percent operational on the following modes: CAP HF, CAP VHF (two stations), VHF AIR (123.1 Mhz). This included erecting three vertical antennas on guyed mast kits and one wire antenna for HF, in the rain.

A digital packet link was in the process of being installed from the communications center to the mission operations center when the missing aircraft was located. The packet system, which would have eliminated messenger service, would have been operational by 9 a.m.

The mission coordinator and mission staff were very impressed with the response of the jump team. Chief of staff — Sparrow 2 — after hearing a mission update, broadcast over the newly installed HF station commented over the air that it was the most professional sounding mission report he had ever heard.

The Communications Center stayed in operation for two additional hours until all ground teams had returned to base.

Maj. George Hunter, of the New Smyrna Beach Composite Squadron, was the only other Group 6 member at the mission. Hunter went out with a ground team.

Members of the Daytona Beach Squadron Communications Jump Team were as follows:

Bayne, team leader/mission communications Director 1st Lt. Frank Haas, Senior Systems Specialist/Chief Operator CPT Sean Fuller, VHF Systems Operator Maj. M. O'Donnell, Air to Ground Systems Operator cadet 2nd Lt. A. Henderson, Operations Support/Reserve Operator Air Force Master Sgt. Reggie Evans, Operations Support.

Bayne commented he was extremely proud of the way his team rose up to meet the challenge at hand. "It was a pleasure working with the finest equipment and operators in Florida Wing," he said.

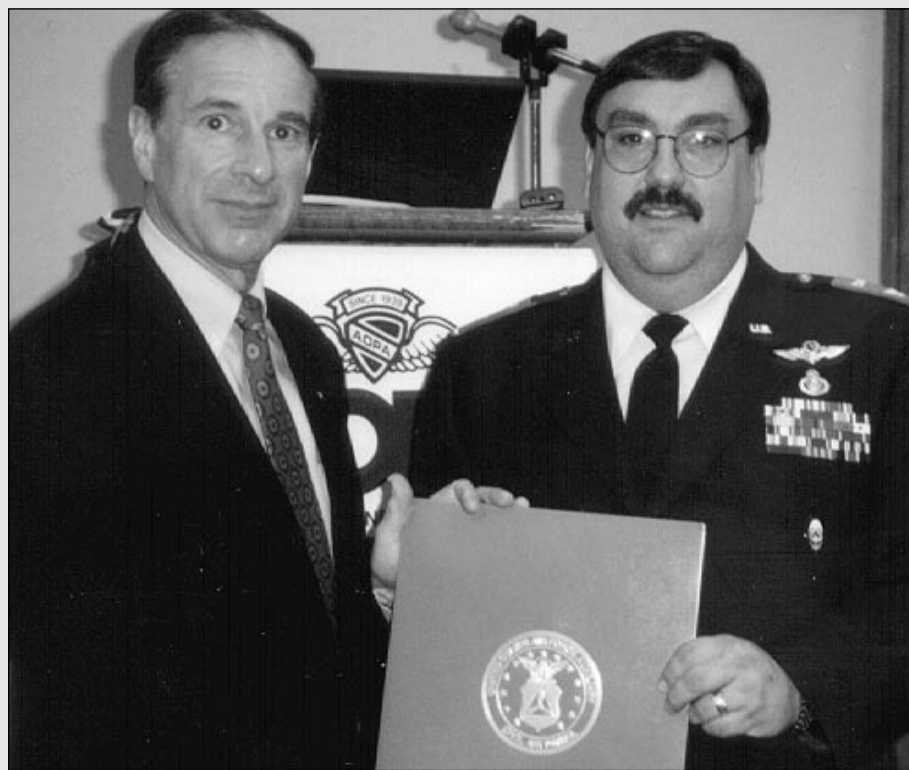
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COMMANDER'S COMMENDATION AWARD



Phil Boyers, left, president of the Aircraft Owners and Pilots Association, receives a Civil Air Patrol Commander's Commendation Award from Utah Wing Commander Col. John O'Donnell. Boyers, who was in Salt Lake City recently for an annual AOPA Pilot's Town Meeting, received the award for his outstanding support of the Civil Air Patrol. The award narrative read in part: "Under the direction of Mr. Boyers, the Aircraft Owners and Pilots Association has played a pivotal role in assisting the CAP on a national scale to achieve continued funding during the 1995 federal legislative session. In addition to its vocal support in Congress, AOPA is cited here today for its very tangible assistance to our cadet program. For over a year now, AOPA has mailed pilot information packets to senior cadets in every wing to promote aviation education in the young leaders of tomorrow."

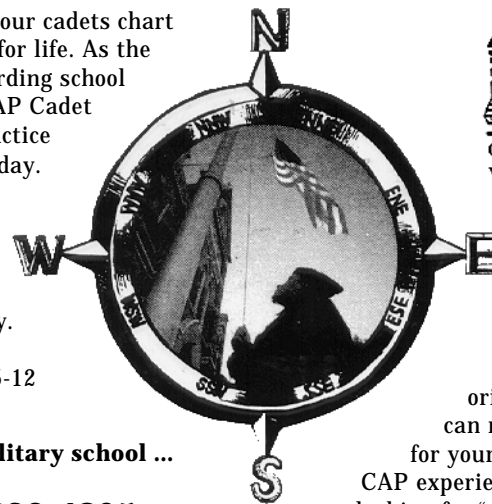
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New Mexico's first glider encampment off ground

Gregory P. French
New Mexico Wing

NEW MEXICO — Col. Lloyd Sallee realized a long-held dream Feb. 16-18. With the cooperation of New Mexico Wing Commander Col. Dennis Manzanares, the support of four other New Mexico Wing glider instructors, and the enthusiasm of 14 New Mexico Wing cadets, the first traveling cadet glider encampment got off the ground in Las Cruces, N.M.

A beautiful February morning greeted the participants Feb. 17. The first order of business — assemble a glider. Under the direction of Sallee and Lt. Col. Alcide Santilli, cadets learned the fine points of glider assembly and a lesson in teamwork while helping the senior members assemble the various pieces which form the Schweizer SGU2-22C.

After a short first test ride by Sallee, all 14 cadets received at least one ride with

a certified glider instructor. Unfortunately, the morning of Feb. 18 brought a fast-moving front with wind gusts up to 45 mph. The last flight of the weekend gave one cadet the experience of seemingly hovering over the airport on the approach to the runway.

Through two grueling days of glider operations, 20 glider flights, pizza parties, and cookout/movie nights, the cadets never lost sight of the training objectives — aerospace education, teamwork, discipline and camaraderie.

Many thanks go to the senior-member staff, which included Sallee, Lt. Col. Earl Pitts, Santilli, Maj. Jim Gary, Maj. Louis Braddi, and 1st Lt. Frank Stoll who flew a lot of the tow plane hours.

Special thanks go to the cadets' parents for their help and for housing the out-of-town cadets, especially Mr. and Mrs. Janer, and Mrs. Loretta Morgan.

Cadets participating included: Lt. Col. Phillip Block



Instructors and members of New Mexico Wing's first-ever traveling cadet glider encampment.

from Eagle Squadron in Albuquerque, Airman John Denet and Stephen Graves of Moriarity, Sgts. Phil Webber and Jessie Nolan, and Airman Basic James

Wood from Falcon Squadron based in Rio Rancho, and Airman Nathan Skipper from Albuquerque's Thunderbird Squadron.

Cadets from Las Cruces in-

cluded Staff Sgts. Jimmy Spiri and Debi Janer, Airman 1st Jacob Zwaagstra, Airman 1st Marcus Sletten, Airman Daniel Ullman and Airman Richard Garcia.

FIRST IRA C. EAKER PRESENTATION



Photo by Gene Sinner

South Dakota Wing Commander Col. Richard Buechler, center, receives the Ira C. Eaker Award from Civil Air Patrol National Vice Commander Col. Paul M. Bergman, left, and CAP Executive Director Col. Paul J. Albano Sr. The presentation, the first-ever for CAP since it began recognizing Phase IV completion in late 1995, was made during the Wing and Region Commander's Course held at Maxwell AFB in February.

Oklahoma Wing exercise turns real-world

Virginia Keller
Oklahoma Wing

OKLAHOMA — The Oklahoma Wing held an exercise at Woodring Airport in Enid, Okla., March 15-17 that turned real — twice.

The first was a military helicopter that went down about 18 miles from Enid. The commander of the 71st Training Wing at Vance Air Force Base, Col. Buster Ellis, was on board a CAP aircraft at the time on a familiarization flight with Maj. Paul

Spencer, wing director of operations.

A CAP aircraft piloted by Capt. Deborah Ramming, Stillwater, with 2nd Lt. Charles Newcomb, Oklahoma City, and Cadet Capt. Aaron Polliard, Lawton, was diverted to the area and located the site within minutes.

The "real-time" aerial video capability, developed by Lt. Col. Paul Sharratt and Spencer, was used extensively by Ellis and his staff for assessment and investigation purposes.

The 114 CAP members resumed their exercise involving a crash and

missing vehicle. Classes were also given in emergency services, radio operations, and mountain flying.

The second interruption was an emergency location transmitter mission. Information indicated that a Stearman had crashed near Oklahoma City. The search was closed when someone turned off the signal.

Mission coordinator duties for this activity were performed by Maj. Don Van Alstine, Muskogee Squadron commander, and Maj. Ray Reamey, commander Tulsa Group 1.

Soaring Society of America, CAP join forces to promote aviation

MAXWELL AIR FORCE BASE, Ala. — The Soaring Society of America and the Civil Air Patrol signed a memorandum of agreement March 1 which outlines future plans of mutual cooperation in efforts to promote aviation within the two organizations.

The agreement was signed by SSA President Gene Hammond and Col. Paul J. Albano Sr., representing CAP National Commander Brig. Gen. Richard L. Anderson. The signing took place during the general meeting of the SSA's annual convention in Huntsville, Ala.

SSA and CAP have agreed to support a joint resolution that defines a shared commitment to organizing a program which promotes the sport of soaring for CAP members and, in turn, will provide public awareness for SSA.

SSA will identify affiliate clubs that are interested in hosting glider encampments, while CAP will identify wings that will support membership attendance at those encampments. SSA is a non-profit organization which seeks to foster and promote all phases of gliding and soaring on a national and international basis.

Project officers from both organizations will work together in the planning and safe execution of these events.

"This agreement is indicative of CAP's commitment to expand aviation and aerospace education opportunities to its membership," said Mary Nell Crowe, director of CAP's Marketing and Public Relations Directorate.

Delaware members search for cougar

Maj. Justin Carisio
Public Affairs Officer

DELAWARE — Since late December police and other authorities have been searching for a cougar in Delaware's northern New Castle County.

The animal appears to move in a wide circle through densely populated areas interspersed with woodlands, fields, and state and county parks. So far, five deer carcasses have been found.

Because the apparent track of the animal takes it near elementary schools and playgrounds, many residents in the vicinity are fearful for the safety of their children.

By the end of January, the exhaustive search by police turned up countless sightings, tracks and other signs, but officials have not

been able to locate the animal to shoot it with a tranquilizer for capture and release elsewhere.

So the county police asked members of the Delaware Wing to assist them in an aerial search. The hope is that a sighting from the air would give officers on the ground real-time information on the precise location of the 150-pound cat.

Delaware Wing aircraft flew area and grid searches with two aircraft on three separate days late in January and early February, but observers did not see the cougar. Regardless, the aerial views are giving officials a better understanding of the terrain in the cougar's 10-square mile territory. "No one quite knows where it came from," said mission pilot Lt.

Col. Bob Vawter, "but we all hope it can be captured before anyone gets hurt or before anyone has to hurt the animal."

Meanwhile, the people of Delaware are learning about what the state's largest newspaper calls our "veteran Civil Air Patrol pilots." And local television viewers are getting a first-hand look at highly professional CAP aircrews on the nightly news.

This isn't the first time the wing has helped look for an animal using search and rescue techniques. In December 1994, aircrews from the wing helped the U.S. Environmental Protection Agency track a whale spotted in the upper reaches of the Delaware Bay. The whale eventually moved back to the lower bay and safely out to sea.

Florida Wing locates missing boat with 4 on board

FLORIDA — A disabled fishing boat with four persons aboard was found at 5:34pm Monday evening by the Marco Island Civil Air Patrol

The 24 foot Morgan boat's single battery had been totally discharged due to overuse of its baitwell. The boat was without power 25 miles due west of the Marriott Marco Island Resort.

Luckily, the fishing party

were able to broadcast their position just before their radio went dead. Mr. Mo Demers of Misfits Marina in Isles of Capris overheard the message and immediately requested assistance from Squadron Commander Donn May of the Civil Air Patrol.

Lt. Colonels Gus Ehrman and Monte Lazarus of the Marco Island Senior Squadron were airborne at 5:08pm

and Major Jim Love served as Ground Radio Operator.

Squadron Commander May said, "It was a book-perfect save. The crew located the troubled boat in exactly 26 minutes and were greeted by four frantically waving fishermen."

May also stated that 1995 was the most active year for "saves" and this was the first in 1996 for the squadron."

FLORIDA PILOT — ON AND IN THE AIR



Maj. Dale Williams, a member of the MacDill Composite Squadron out of Tampa, Fla., poses for a picture at the nose of "his" helicopter — Air 13. Williams, a CAP member since October 1993, is a full-time pilot and news reporter with Tampa's WTVT-TV Channel 13. As of December 1995, Williams, who is also an Army Reserve helicopter pilot, had 10 search and rescue "finds" to his credit — two of those as a CAP member. The station-owned Bell Jet Ranger is equipped with inflatable pontoons for water landings and has a microwave transmitter capable of sending live news stories worldwide through SATCOM links with CNN and the Fox television network.

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PA Wing responds to devastating floods

1st Lt. Kerry A. Kline
Pennsylvania Wing

A January thaw came with a vengeance to Pennsylvania, as heavy rains combined with warm temperatures melted ice and snow left over from a blizzard the week before and caused some of the worst flooding the state has seen in many years.

Creeks, streams and rivers overran their banks, flooding villages, towns and major cities throughout the state. Water cascaded unchecked across roads, stranding people, and forcing evacuations as towns and villages were cut off. As the deadly combination of warm temperatures, rain, melting snow and ice jams began to wreak havoc on the commonwealth, members of the Pennsylvania Wing

to flooding in Hazelton and Wilkes Barre; a preemptive wingwide alert; opening of mission base and a communications plan for statewide tasking; placing surrounding CAP Wings on alert to aid Pennsylvania; and provide ground teams to work with other agencies for damage assessment.

As the flooding became worse, members from Scranton Squadron 201 and Hazelton Squadron 203 provided 15 seniors and cadets to man sandbags for bridges to lessen the damage in Wilkes Barre and Hazelton.

Support flights

An orientation survey flight piloted by Maj. R. Smith, wing standardization and evaluation officer, was launched out of Allegheny Airport Jan. 20, developed into an air-to-air conversation with Pittsburgh Mayor Tom Murphy. Smith was able to provide assistance to the mayor and officials, who themselves were flying in a news helicopter, by identifying river navigation hazards and floating debris.

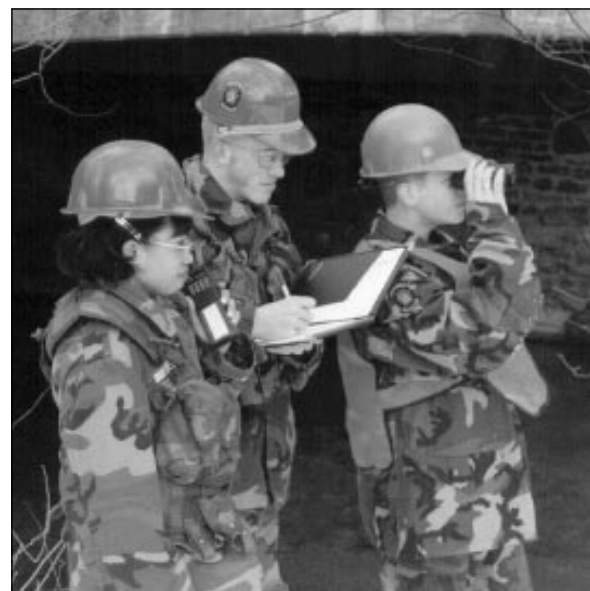
Soon local governments began asking CAP units to assist them as they began the emergency response and assistance phase of the disaster relief mission. The Pittsburgh deputy mayor requested Maj. Ken Breakwell, Group 1, to place aircrews on standby for flights in support of Pittsburgh, while Beaver County requested 10 to 15 ground personnel to stand by for tasking as the situation unfolded. Also, Allegheny County, the city of Pittsburgh and Bucks County officials requested sorties flown the first day.

Command and control center

In the meantime, Pennsylvania Wing Commander Col. J. P. Habets set up the initial command and con-



A trailer sits along a river's edge after being swept off its foundation by flood waters in the Williamsport, Pa., area.



Pennsylvania Wing cadets conduct damage assessment after flooding caused widespread damage.

provided immediate response. The response was early, immediate and proactive.

Over 25 counties were supported through the Pennsylvania Wing's efforts. Additionally, emergency management in Harrisburg and the central region were supported. Initial response consisted of sandbagging prior

to flooding in Blairsville, Pa., Jan. 22. Wing vice commanders Col. Al Applebaum and Lt. Col. Ken Herbst, and Lt. Col. Nick Taylor, wing chief of staff, and Air Force Liaison Officer Lt. Col. Richard McCrum joined Habets. They took the early steps to establish mission command and coordinated response.

When the flooding caused widespread damage across the entire commonwealth, cities, county and state officials declared disaster and emergency areas. As Governor Tom Ridge pushed for a federal declaration, wing leadership placed its response plan in full operation for the duration.

Joint CAP effort

Wing Deputy Commander for Operations Lt. Col. Michael Kindness and Lt. Col. Joseph Prewitt led a team of CAP officers working in the PEMA EOC, where they coordinated CAP activities with other state and local agencies. To aid the Pennsylvania Wing, the New Hampshire Wing dispatched two aircraft with direct transmission video assessment capability for use in Pennsylvania as did the Delaware Wing, who dispatched aircraft with video equipment and crews to PA. Other Wings such as New York, New Jersey, and Maryland, put a total of nine additional planes and crews on alert should PA need them. The Governor's Office was flown by aircrews of the CAP so that a video record and survey of the devastation could be made. This included the capital area, and a derailed Conrail train.

While executing these missions, other coordination efforts continued. During the disaster relief efforts, CAP was tasked with two additional Air Force Rescue Coordination Center-directed missions: an ELT search in Beaver County which centered in Midland, and an EPIRB search, signal silenced — Allegheny County, Gateway Clipper Fleet Boat.

Between Jan. 20-26, the wing

made available more than 30 aircraft per day — corporate and member-owned; more than 100 volunteers each day; and more than 1,200 man-hours each day. An additional 600 or more volunteers were always on standby in case the need ever increased. For example, over 40 ground team members were available to search a trailer park in a Lycoming community devastated by the flood. In this search, Williamsport Squadron 401 provided extensive support and staff, as well as ground teams from Indiana and Philadelphia. Further, CAP members coordinated with local dog teams, working in unison with local search resources.

Emergency services flights augmented the CAP ground search efforts in Williamsport (Lycoming County) for people missing due to the flooded trailer court. CAP members worked with the American Red Cross and PEMA, and were available for official damage assessment flights. They also supported the Department of Transportation for infrastructure and road assessment in the counties of Susquehanna, Wayne and Luzerne.

Multitude of missions

The Pennsylvania CAP, during their week of disaster relief work, flew damage assessment, photo assessment and transport missions; flew missions to support elected officials, providing damage surveys; flew missions to support PEMA and other emergency response agencies; additional search and rescue taskings for two ELT/EPIRBs were handled during the flood response; and served the following counties and subordinate governments: Northumberland, Sullivan, Centre, Lycoming, Pittsburgh and Allegheny, Dauphin, Mifflin, Altoona and Blair, Bradford, Luzerne, Wayne, Susquehanna, Fayette, Bucks, Huntingdon, York, Bedford, Cumberland, Perry, Union, Lancaster, McKean, Potter, Beaver, and Harrisburg.

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Air Force gives Florida Wing top SAR ratings

The Florida Wing recently received top marks from U.S. Air Force evaluators during a February search and rescue evaluation.

According to Air Force Lt. Col. Alan King, one of the team's evaluators, "The overall performance by all personnel was excellent with vast improvement over last year's SAR/EVAL."

The Florida Wing staff are deserving of kudos for overcoming an enormous setback when Key West Naval Air Base cancelled all assigned quarters for mission staff just before the evaluation was conducted due to operational reasons.

Not a second was wasted as the wing's leadership re-assigned the mission to Homestead Air Reserve Station. All of the staff doubled their efforts and the mission base was ready for the 7 a.m. check-in.

The previous evening, with temperatures dropping below 40 degrees and wind gusts to match, the cadets assembled and guy-wired radio antennas for the communication section. Eight members, 10 aircraft and three mobile vans were checked in.

On the first day, Mission Coordinator Capt. Robert Ebaugh and Assistant Mission Coordinator Lt. Col. Lynne Puglise conducted a



Florida Wing members listen intently to Air Force evaluators during a search and rescue evaluation debriefing in February.

mission staff briefing at 7:40 a.m. and a general briefing at 8 a.m. At least eight Air Force evaluation team members arrived at 8:30 a.m. By this time, all surge crews had already been assembled and assigned some numbers.

Phase 1 of the SAR was to find a Beech Baron missing since sundown the day before. The aircraft was en-route from Key West International Airport, Fla., to Fort Lauderdale Executive Airport.

All air crews found the target and ground teams were successfully directed to the

"crash" site. Of the three persons on board, two were dead and one survived with numerous fractures and a critical need for insulin.

Maj. Buddy Harris served as mission public information officer; Maj. Richard Mandell, mission safety and weather officer; and Maj. Charles Krout and Capt. Robert Warsaw were assigned to Group 9 aircrews.

At 10 a.m. Harris and Mandell flew to Key West to pick up "Key West Citizen" reporter Tara Valdez and to transport her to mission base.

Meanwhile, Maj. Charles Krout flew as an observer with Jacksonville pilot Maj. G. Keeler and a scanner trainee from Key West. Once they found the target they were diverted to search for a CAP flight south of Marathon, Fla.. The aircraft, with Air Force Lt. Col. Ronald Wilson aboard, had not reported in for more than an hour.

After a two-hour successful sortie, the crew was recalled to base. Krout said, "The interaction of the crew was outstanding. It was as if we had been flying together

for years.

Capt. Robert Warsaw flew as an observer and trainer with West Palm Beach pilot Capt. Jim Watkins. The assigned target was located in 11 minutes after takeoff.

While flying a route search to a second target, the crew picked up a real ELT and tracked it until the signal was too weak. "The two-hour, 45-minute sortie was an excellent training assignment," said Warsaw.

En route to Homestead from Key West, Mandell and Harris were asked to serve as a communications relay for three ground teams. More than 20 messages were passed from ground team to ground team and from teams to base.

Back at mission base, Harris introduced the Key West reporter to all of the activities — check-in, briefings, flight planning, dispatch, communications, ground team control and flight debriefings. Photo opportunities and interviews were also scheduled.

In the end, mission coordinator, air operations director and a sortie check flight rated "good"; ground operations director and administration/finance were "excellent"; and public information officer safety/flightline officer were rated "outstanding."

COMMANDERS COURSE GRADUATES



Members of the Wing and Region Commanders Course pose for a group photo after graduating from the "charm school" in February. The course was conducted at CAP National Headquarters, Maxwell Air Force Base, Feb. 11-14. Attendees were: from left to right, Col. Joseph F. Convery, New Jersey; Col. Richard Buechler, South Dakota; Lt. Col. Richard A. Probst, Vermont; Col. Betty Cash, Wyoming; Col. Paul Handverger, Arizona; Col.

Stanley Voyiazakis, National Capital; Col. Joy S. Nelson, New York; Col. Joseph C. Meighan Jr., Tennessee; Col. Charles R. Hunt, Montana; Col. Rebecca Baum, Mississippi; Col. Phil Brown, Nevada; National Chief of Staff Col. James Bobick; Col. Milton W. Nodacker, Idaho; Col. Dennis Manzanarez, New Mexico; National Vice Commander Col. Paul M. Bergman; Col. Walter Reed, Missouri; and Col. H. David Brown, Kansas.

Georgia Wing member TROA chapter president

Lt.Col. George P. Graves, Georgia Wing, has been elected 1996 president of the Atlanta Chapter of The Retired Officers Association.

Graves had previously served six years as judge advocate on the board of the 900-member chapter.

Graves currently serves as deputy commander of the DeKalb Cadet Squadron and inspector for Georgia Wing's Group II. During 1995, the colonel flew about 50 cadet orientation flights, served as finance officer for the wing's cadet encampment and was a member of the wing's conference committee.

The colonel previously served as a legal officer on the Southeast Region staff and as the wing's counternarcotics officer, for which he received the Southeast Region CNO Award in 1991. He also was Southeast Region Squadron Commander of the Year in 1989.

Graves is a lawyer in private practice who has served as vice chair of the Military Law Committee, General Practice Section of the American Bar Association. He is married to Lt. Col. Diane Graves, also a CAP member.



Col. George Graves

Photo by Gene Sinner

Michigan Wing works Bell helicopter crash

Capt. Joe Hebert
Director of Public Affairs
Michigan Wing

MICHIGAN - Michigan Wing's search for a missing Bell 206 Jet Ranger helicopter Feb. 11-13 made an excellent case for the use of emergency locator transmitters in helicopters and the need for media coverage during missions where few clues are available to find a missing aircraft.

The Bell 206 departed Ann Arbor Municipal Airport at 9 a.m. Feb. 10, with just the pilot on board. The pilot didn't file a flight plan and didn't notify anyone of his destination that day. The pilot indicated to his wife he would return between 5 and 6 p.m. later that day. The only known contact with the pilot was a routine call to Saginaw Air Traffic Controllers at 10:40 a.m. when he passed through their air space and indicated he was 10 miles northwest of Mount Pleasant at 2,000 feet traveling northwest.

When the pilot failed to return that evening, his wife contacted authorities. Friends of the pilot said he often traveled to Traverse City, but they didn't know where he was going on this flight.

The Michigan Wing was contacted at 1 a.m. Feb. 11 and began the search. Lt. Col. Les Stephens was designated the mission coordinator. Immediately, Capt. Joe Hebert, wing public affairs officer, issued press releases by facsimile to more than 30 radio and television stations, and newspapers in an effort to get the word out there was a missing helicopter and that CAP needed their help by calling in any sightings. The

plan worked; by 8 a.m. tips began rolling in from around the state.

Ground teams were dispatched to interview the eyewitnesses whose reports seemed relevant. However, no aircraft were launched Feb. 11 due to heavy snow, high winds and poor visibility.

A mission base was set up at Wexford County Airport in Cadillac. Finally, a solid lead came from the Antrim County Airport manager Sunday evening who reported the pilot stopped there briefly, at about noon Feb. 10, signed the airport registry and said he was heading for Pellston Regional Airport.

On Feb. 12, five CAP corporate aircraft were sent to concentrate in areas between Antrim County and Pellston by Air Operations Officer 1st Lt. Paul Cannon. Four ground teams, coordinated by Ground Operations Officer Capt. Carol Herringa, were also continuing to interview persons who called in sightings of the helicopter after hearing or reading about the search through the media. By this point, hundreds of tips had been called into mission base.

A number of phone tips came in from the Harbor Springs area including a ski resort. The sightings from the ski resort reported a helicopter flying at an extremely low altitude over a ski hill — lower than the top of a microwave tower which sits atop the ski hill.

Stephens requisitioned four more phone lines to be installed at the base to help with coordinating the mission, take phone tips and to handle the media's enormous interest. The best tip came from a group



The remains of a Bell Ranger helicopter that crashed in Michigan Feb. 10.

of hunters the evening of Feb. 12. The hunters were a few miles southwest of Pellston when they heard a loud noise around 1 p.m. Feb. 10, but they were unable to see anything because of the poor visibility. The hunters also reported the tops of the trees were even obscured. A Coast Guard helicopter, from the Coast Guard's Traverse City Air Station, was sent to search the area along with three ground teams, but nothing was found.

Shortly after dawn on Feb. 13, CAP aircraft and three ground teams concentrated on the area southwest of Pellston. Deep snow — about 32 inches on the ground — hampered their. The team members who ventured into the woods had to wear snow shoes.

Around 10 a.m., the mission coordinator dispatched two Coast

Guard helicopters into the search area which are more suited for searching at lower altitudes in this hilly terrain. At 1 p.m., one of the helicopters spotted the wreckage. Only the tail section, which separated from the fuselage and hung high in a tree, could be seen. The rest was concealed in a heavily wooded area covered by 4-6 inches of fresh snow and sitting in 32 inches of existing snow.

Four ground team members on snowmobiles, from the Oakland Composite Squadron — 2nd Lt. Lincoln Simoni, 2nd Lt. Daniel Jerome, and Cadets Steven Denomme and Patrick Gerzanics — were first on the scene.

The preliminary coroners report stated the pilot suffered a broken pelvis and ribs, but he lived at least 12 hours after the crash. The pilot likely died from exposure.

New CAP request form makes job easier for all

Due to the unusually high number of requests received for recruiting and public awareness information, the Marketing & Public Relations Directorate asks that each public affairs officer please use only this form to submit orders. PAOs should mail it to CAP National Headquarters, CAP/PA, 105 S. Hansell St., Maxwell AFB, AL 36112-6332 or send it via fax to (334) 953-4245. Thank you for your cooperation and keep up the great work!



CIVIL AIR PATROL

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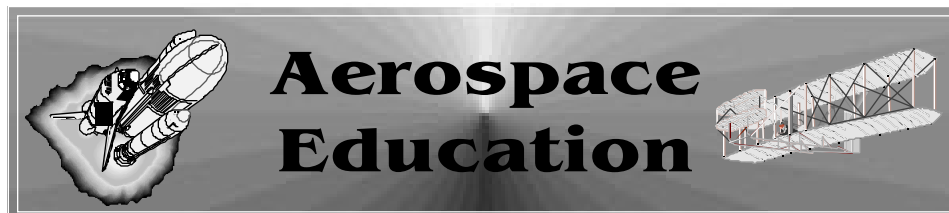
The year 1996 started out with a new member of the aerospace team. On Dec. 9, 1995, at Norfolk, Va., the nuclear powered aircraft carrier John C. Stennis, CVN 74, was commissioned into the fleet under the command of Capt. Robert Klosterman, a naval aviator.

The Stennis, a 97,000-ton, 4.5-acre flight deck with parking for 80 aircraft, twin-nuclear-reactor-powered fighting vessel, is the newest and most technologically advanced aircraft carrier in the world.

The vessel's mission, as with all navy carriers and their complementing combat and support ship task forces, is to provide presence, crisis response, and combat operations wherever and whenever directed.

Having aircraft carriers is a very good thing. With approximately 70 percent of the globe being covered with water, ships are the way to "occupy" the oceans and seas. Ships with airplanes not only can move about "occupying" the oceans they can observe large areas of land or water and deliver lethal firepower when, directed, against national adversaries.

National security has always required vision and adaptability.



Once man proved he could perform controlled, powered flight a host of issues, national security and others arose. Who controls the airspace over the earth? What practical uses can you make of airplanes? What technologies can you combine with aircraft to make them practical tools? Can airplanes be used in warfare? Naval aviation grew out of these questions.

In 1910, Eugene Ely, a barnstorming pilot, launched from a ramp on the USS Birmingham in a Curtiss biplane, brushed the water and flew onward to Norfolk. Two months later, Ely reversed the process by landing on another U.S. Navy ship using sandbags and ropes as arresting gear.

These flights answered one question: You could combine technologies to launch and recover airplanes off ships.

In 1921, Brig. Gen. "Billy" Mitchell, assistant chief of Air Service, arranged an air service test to determine whether bomb-carrying aircraft could sink a battleship —

the Ostfriesland. U.S. Army aircraft sank the Ostfriesland; two months later U.S. Army aircraft sank the battleship Alabama; and two years later U.S. Army aircraft sank the battleships Virginia and New Jersey.

Another question was answered. Aircraft were practical in waging naval warfare; and, more importantly, aircraft could destroy what was considered the heart of naval power at the time, the battleship. The U.S. Navy "got the message" and got air power.

In the early 1940s, two important naval aviation events occurred. On Dec. 7, 1941, Japan projected its military power thousands of miles beyond its territory and destroyed a large part of the U.S. Navy's Pacific fleet. This was the first major use of ships with aircraft embarked to project the power of one major nation against another.

On May 7-8, 1942, U.S. Navy and Japanese Navy aircraft fought the Battle of the Coral Sea. Ships on both sides were damaged and sunk. The Japanese losses were significant

enough to halt their drive on Australia.

The entire Battle of the Coral Sea was conducted with aircraft launched off ships — no ship saw or engaged another ship. The concepts of ships with aircraft for presence, crisis response and combat operations were all validated and have remained a cornerstone of U.S. naval power.

It took years for naval aviation to evolve. It took the ruination of military careers, General Mitchell and Admiral Kimmel to name just two, to get the nation to recognize the impact of ignoring air power applications. It took bold experimentation to determine the possible and train the naval aviation team which has made the U.S. Navy number one in the world today.

For the futurists among us, consider this proposition: Atmosphere as a medium was more encompassing to man than land or water. Space as a medium is more encompassing than atmosphere.

What will be space's equivalent of the aircraft and how will mankind use it?

Always new questions. Always a future for the next generation.

Pursuing aerospace education allows building upon present knowledge to produce future "answers."

Real leadership a matter of 'well-executed singles'

George F. Will, columnist and baseball enthusiast, reports that in the 1988 professional baseball season there were more than twice as many doubles (6,386) as home runs (3,180), but there were 25,838 singles hit. He goes on to say that baseball is still what it always has been and always will be, basically a "90-feet-at-a-time" game.

Some people are home-run leaders. They are known for the bold move, the unique idea, or their stunning success. Most of us are not such leaders. We count our achievements more in the singles column, with an occasional double or triple, and few home runs over the course of a lifetime.

Leadership needs the grand acts represented by home runs, but the stuff of real leadership resembles more a series of well-executed singles. Effective leaders learn that winning comes from a steady and daily concentration of many seemingly small things that ultimately make success possible.

The home-run hitter may get more attention, but in the final analysis games are won by the steady production of less glamorous hits. Just as baseball is a "90-feet-at-a-time" game,

so is leadership.

To execute those leadership singles, we need to do some visioning, which in and of itself, is not a simple undertaking. In retrospect, it



FROM THE HEART

Chaplain
(Col.) David R. Van Horn
Chief of Chaplains

may seem simple enough because the results appear so clear and obvious. Yet, the process is often complex, intuitive, and, at times, spiritual. The route to vision is rarely easy, direct, obvious or uniform. It is helpful to remember that visioning is, at its essence, a process of discernment.

Dr. Ron Richards, with the W. K. Kellogg Foundation, said, "Leaders do not have to be loud and noisy." There is a role movement which remains fluid from leadership to followership and to leadership again. Society is changing, people are changing, and organizations are changing. Is, though, our paradigm for leadership changing and leadership development changing? You better believe it is!

Too many organizations and institutions are using an outdated paradigm for leadership. Dr. Jerry Apps calls this change "Next Age Leader-

ship." "The old idea of the leadership pyramid is turning upside down. Leaders are not controlling those they supervise, but concentrating on supporting them."

Some characteristics of the "Next Age" are suggested by Apps:

- Discontinuous change. The future can't be predicted by looking at the past.

- Global perspective.

- Changing role of the expert. Process facilitation will be key. People will learn by working together.

- New perspectives on growth. Bigger is not better.

- New definitions of teachings and learning.

- Distrust of higher education. Our society and population will change much faster than universities and colleges can change.

- Focus on values, beliefs and ethics.

- Multiple organizational structures. Structures will be less rigid and fewer in number.

- Increase paradox. We will become much more comfortable with paradox.

In continuing research, Apps gives some characteristics of "Next Age" leadership:

- Leadership as a process. There is no one right leadership approach. How we lead is constantly changing — just as our society changes constantly.

- Leadership is based on a core

set of beliefs and values that the individual leader has examined and continues to examine. A leader must be in touch with himself/herself, first. Leaders share their beliefs and values openly with others to help build open, honest communications.

- There is a strong spiritual dimension to leadership. This creative spirit, when released, is the stuff of creative problem-solving and the development of new perspectives and approaches to life.

- Leadership is a shared phenomenon. At one time or another, everyone is a leader and everyone is a follower. As leaders, we must be willing to allow others the freedom to lead.

- All leadership activity is guided by an ethical perspective.

- Collaboration rather than competition is the cornerstone of leadership activity.

- Quality in every respect, in every activity, at every level is stressed

- "Next Age" leadership is a transformation process. As one moves from old strategies of leadership to that of a "Next Age" leader, he/she sees life differently, views organizations differently and develops the self-confidence to evoke change in themselves and in his/her organization

In next month's column, I will complete this direction of thought on leadership in the new age and describe what "New Age" leaders need to promote and how we must why we must get used to paradox.

Why a Civil Air Patrol Cadet Program?

Col. Betty L. Cash
Wyoming Wing Commander

There are times I hear senior members in the Civil Air Patrol express less than enthusiasm for working with cadets. And it is too bad they don't want to be involved.

Like our emergency services work, it is a matter of saving lives. In ES, we see the lives saved immediately. In cadet work, we might never actually see a life saved. It could be 20, 30 or even 40 years before one senior member's influence on one cadet comes to fruition.

I am old enough (ancient to some) to have witnessed the long-term dividends of invested senior effort pay off. Back when CAP was barely past 10 years old, a pilot in Birmingham, Ala., belonged to CAP. In the mid-'50s, he went to the trouble of giving orientation rides to cadets in town, probably their first flights in small aircraft.

If I ever knew this pilot's name it has long been erased from memory, but I do remember he flew for Hayes Aircraft at the Birmingham Airport.

This pilot's small effort to include cadets when he went flying sparked that something in one particular cadet that is still reaching out to cadets today. That one cadet went on to get his cadet certificate of proficiency, serve 22 years on active duty in the Air Force and got his commercial/instrument/multi ticket along the way using his GI Bill benefits.

As an adult, that 1950s cadet was stationed at Warren Air Force Base, Wyo., where he got back into CAP on the Wyoming Wing staff. He has remained a CAP member in Wyoming since 1973.

That former cadet worked his way up to mission coordinator and is the longest standing squadron commander in the state where he works di-

rectly with cadets

He is too modest to admit how far reaching his own influence has been on the cadets he has worked with, but I have seen and noted it. His squadron consistently produces the most Mitchells, Earharts and cadets testing for Spaatz. His squadron has earned several unit citations, squadron of Merit and squadron of distinction awards.

Combined with the influence of other seniors, I



have watched as many Wyoming cadets have chosen to take that straight and narrow path through life that is one objective of the Cadet Program.

Saved lives? Maybe — maybe not, in the strictest sense. Who knows where or when the passing-on of influence truly pays the dividends.

Since 1973 I have seen Wyoming cadets go on to military service, get pilot's licenses, enter law enforcement or one of the medical fields. Some of these former cadets are seniors now with a lot of shiny brass on their shoulders and passing on that influence.

One cadet of two years ago is now a senior and

has recently taken on the job of deputy commander for cadets in a California squadron. He calls occasionally to ask advice from his former commander who in turn was that 1950s cadet.

There are now airline pilots, aircraft carrier crew members, detectives, undercover investigators, corporate pilots, medics, doctors, one lawyer (soon), deputy sheriffs — all former Wyoming cadets directly touched by that Alabama cadet — now Lt. Col. Mark Cash.

Who knows where this chain will lead or what it will lead to.

How do I know about these segments of a chain of influence? Well, I married that former Alabama cadet in 1956. CAP and flying was one of the few constants in our nomadic Air Force life. When he reestablished his CAP connection in 1973 I figured I had better join, too, if I was ever to see him.

Look where his CAP influence has led me — a housewife, mother and grandmother. I am now a mission coordinator and wing commander — levels which I could never have achieved had that pilot back in Alabama been too busy to be bothered with cadets.

Can any one of you say you have no time to pass on what someone somewhere gave you with your first plane ride? Think back to that ride — the thrill of that first lifting up off the ground. Climbing above the clouds; your hunger to go up again and again; that determination to get your own license; have the stick in your own hands.

We owe the cadets of today the same help, guidance and support we received at some time in the past which led us to what we are in CAP today. We can repay those people from our past by passing their influence on to our cadets today so they can pass it on when their time to be the seniors in charge comes along.



Civil Air Patrol **NEWS**

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This newspaper is printed on recycled newsprint.

Shortchanging kids

Don't give ax to little known program that works

I just wanted to let you know someone cared about your fight. I saw your "help" message a week ago Sunday on the World Wide Web and wrote this editorial hoping it might help. Currently it's under consideration at the Washington Post. If they pass on it, I will continue to send it out, trying to get in the papers somewhere else. I will also send copies to my congressional representatives, as well as to the members of the committees.

My son has been counting the days until he turns 13 in August to join CAP. We told him he had to bring his grades up (he's extremely bright, but bored in school, and he hadn't been applying himself) and the turnaround in his academics, with even the possibility of being in CAP, had been dizzying.

Your fight is in our prayers.

Marcia Galles
Camarillo, Calif.

Politicians from the White House down decry the corruption of America's youth, but that doesn't stop them from undermining a venerable and proud institution that for more than 50 years has taught them a better way.

The U.S. Air Force Auxiliary Civil Air Patrol is a little known organization that was created by Congress in the aftermath of World War II. Its motto, "Country, Youth, Community" has been put into practice across the nation by a dedicated corps of volunteers who have donated their time to young people between the ages of 13 and 18 in order to develop within them the moral leadership, the passion for learning and the physical conditioning that will enable them to become the leaders of tomorrow. They have accomplished much in their years of service, yet despite their impressive track record, the low profile of the Civil Air

Patrol's cadet program has left it vulnerable to the ax precisely when we need it most.

Educators, writers, preachers and politicians bemoan the selfishness of this generation, the lack of respect among young people, their poor performance in science and math, their abominable physical conditioning, and their unconcern with duty to family and country. Yet without fanfare, the Civil Air Patrol has been countering these trends. Over 53,000 strong, they train young adults for service to their community in search and rescue operations. Seasoned pilots mentor cadets, passing on their experiences, showing the way through hours of humanitarian and disaster relief.

In the Civil Air Patrol, kids are taught the basics of aerospace and aviation, and in the process a wealth of

See **Editorial ...** Page 11

CAP joins in effort to recruit women aviators

During World War II, the Civil Air Patrol took on a variety of missions. Many are familiar with the daring exploits of the coastal patrols, southern liaison patrols, forest patrols, courier services, target towing, and of course, missing aircraft search.

One of the lesser known, but just as important, was the mission of helping recruit women for the Aviation Women's Army Corps.

Contemplating the CAP's use of lady pilots in many of its

missions, the U.S. Army Air Forces saw the perfect role models to be used in encouraging eligible women to join — WACs. In most wings, a woman CAP pilot was assigned as a project officer.

The campaigns were kicked off with solid newspaper publicity and radio interviews. Newspaper articles focused on lady CAP pilots and the significant roles they played.

One of these CAP officers, Lt. Nanette Spears, was quoted in an April 1944 newspaper article as saying, "The woman who joins the Army Air Forces automatically becomes part of the best team in the world. Flying is in my blood, and once it gets hold of you, it stays there. When the girls get the feel of a plane and see the activities around a field, I'm sure they'll feel the same way. Joining the Air WACs is the ground floor of a career that has un-

limited possibilities."

Activities were then planned that would support the WAC recruiting campaign, and cause a new series of news articles. CAP women pilots would speak at ladies club meetings, luncheons, and anywhere else they could.

One attention-getting promotion was



FROM THE PAST

Lt. Col. Gregory Weidenfeld
National Historian

the dropping of WAC recruiting leaflets on cities. Formations of CAP aircraft, with the blue disc, white triangle, and red tri-bladed prop clearly visible on the fuselage and wings, would fly over a selected city and drop thousands of leaflets. These events were well promoted for several days prior, and huge crowds would gather to watch the formation of women flown planes, and the spectacle of the leaflets fluttering down like a white burst of oversized snowflakes.

Another media blitz would follow, this time promoting a CAP-sponsored air exhibition at one of the local airfields. Activities included a pass in review, low passes by CAP and military aircraft and static displays, including a recruiting tent of CAP and WAC recruiters. The Army would often make L-2 aircraft available for women CAP



Civil Air Patrol member 1st Lt. Nanette Spears, second from left, answers questions about the cockpit of a CAP aircraft to recruiters from the Women's Army Corps during a CAP-sponsored air exhibition at New Jersey's Murchio's Airport in April 1944.

pilots to fly prospective WAC recruits on orientation rides. Although the drive's emphasis was on women aged 20-49, younger girls interested in aviation were encouraged to join the CAP. For this purpose, CAP cadets were always on hand in smart uniforms to inspire prospects to join their ranks.

The WAC recruiting campaigns were successful in several ways. First they recruited many women into the WAC and in some cases the Womens Airforce

Service Pilots.

Secondly, they provided excellent publicity for the CAP itself, helping make Civil Air Patrol, household words across America before the end of World War II. Most important, they helped to promote women as competent and important members of the aviation community, both military and civil. It was another one of CAP's many contributions to the history and growth of America.

Fight ... from Page 1

cadets achieve a 75.9 percent success rate as compared to the general graduation rate of 70.6 percent. At a cost of \$250,000 to graduate an Air Force Academy cadet, CAP cadets' increased success saves the Air force approximately \$1.5 million per graduating class. There are currently 456 former CAP cadets at the academy, 210 at West Point and 174 at the Naval Academy.

In a letter the membership last October, Fogleman again praised CAP volunteers. He wrote, "The CAP is an integral part of the Department of Defense, the USAF, and the very fabric of our nation ... CAP's ranks have provided well-trained and highly motivated personnel for entry into both the officer and NCO corps at a cost well-below that of any other DoD funded program while the CAP's educational endeavors have produced an informed and aerospace oriented public."

Recent comments from the SASC subcommittee on readiness indicated that a substantial portion of CAP's fiscal 1996 \$20 million budget went to personnel costs and overhead, and only 10 percent went to reimburse volunteer search and rescue pilots. That information was pulled from an inaccurate GAO report last year. From the \$20 million, \$10 million went toward personnel costs that funded 96 national headquarters employees and 89 Air Force retiree liaison officers on half pay assigned to CAP wings across the country. This \$10 million replaced some \$13 million formerly spent for almost 200 Air Force personnel who were released as a result of the Congressionally approved fiscal 1995 reorganization of CAP. Thus,

the "substantial overhead and personnel costs" referred to by the committee provide a total of 183 paid staff who support more than 52,000 CAP volunteers throughout the country — a ratio of one paid staff member for every 2,500 volunteers and the lowest ratio for any organization of its kind.

The reference to 10 percent going toward volunteer pilots is equally incorrect and misleading. Fiscal 96 funding of \$2.6 million was approved in the Operations and Maintenance budget which is used for fuel and maintenance reimbursement. Volunteer SAR pilots fly, by definition, without compensation, but are supported by other parts of the budget including the annual \$2.6 million used to procure light aircraft (to keep CAP's 530-plus Cessna fleet at an average age of 10 years), and an additional \$1 million for depot-type aircraft maintenance.

Additional items included in CAP's budget are more than \$1 million for vehicle purchases and the maintenance of these vehicles to transport the volunteer members in the many ground and air search and rescue missions in which they participate.

Other funded missions overlooked by the committee is the almost \$3.5 million allocated to counterdrug missions. For this investment, CAP was instrumental in providing intelligence data or support in 1994 which contributed to the seizure and destruction of almost \$2.1 billion in marijuana and marijuana plants and the seizure of \$8.6 million in other drugs — a considerable return on investment to the taxpayer.

Since 1941, the volunteer members of CAP have proudly performed their assigned Air Force missions, saving the Air Force and the country countless millions each year. In these times of dwindling defense dollars, CAP plays an increasing role. To cut a program that **saves** money is counterproductive. In support of its Congressionally mandated missions — emergency services, aerospace education, and cadet programs — CAP remains a priority defense program helping to maintain Air Force readiness by shouldering many noncombat missions of the Air Force as follows:

❑ **Recruiting tool.** CAP cadet program introduces the military lifestyle to America's youth.

❑ **Primary resource for inland search and rescue.** CAP volunteers fly over 85% of all search and rescue missions in this country each year as Air Force missions resulting in the saving of countless millions of dollars and many hundreds of lives.

❑ **Damage assessment.** CAP is part of Air Force structure in national disaster damage assessment plans.

❑ **Emergency communications training.** CAP has the largest emergency communications network in the world and actively participates in Air Force communications training exercises.

❑ **Flight orientation for AFROTC.** CAP affords AFROTC cadets the opportunity to experience flight and proactive leadership skills.

❑ **Resource for low level training route survey.** Provided in support of tactical Air Force training missions.

Reductions in the DoD budget are the very reason CAP should remain fully funded and part of DoD. To replace the Air Force-assigned services provided by CAP volunteers with Air Force personnel and equipment would cost more than the \$20 million currently allocated to CAP.

New cadet physical fitness standards in effect

The new physical fitness standards for Civil Air Patrol cadets will have been put into effect April 1.

Originally scheduled to begin March 1, by direction of the CAP National Board, production problems for the new CAP Manual 50-18, Cadet Physical Fitness Test Manual, has resulted in a 30-day delay.

CAPM 50-18 will be issued to all new cadets as part of their initial issue of materials from national headquarters. All units will receive two copies in the monthly mailout and all others may purchase it through the bookstore.

There is a phase-in process for the new program. All cadets joining April 1 and after must take the Cadet Physical Fitness Test, which is a multifaceted test involving a one-mile run, modified sit-ups and the sit-and-reach.

All cadets joining prior to April 1 will have until Sept. 30, 1996, to test either under the CPFT or the mile run.

Individuals who take the Spaatz exam must choose which test they will take. All personnel will take the CPFT starting Oct. 1, 1996.

Special activity slots open

Initial selections for the 1996 National Cadet Special Activities have been completed and activities still have openings for interested candidates to be both participants and staff (where applicable). Additional openings may also become available in activities that are currently filled when primary candidates do not accept their slots.

CAP National Vice Commander Col. Paul M. Bergman has authorized the Cadet Programs Directorate to implement the following measures



to fill these openings:

♦ All candidates who have been selected as alternates for an activity will be given the option to go to another activity with openings. If a cadet is an alternate and interested, call or write to the Cadet Programs Directorate to find out what is currently available.

♦ Many members have expressed an interest in attending special activities, but, for various reasons, missed the initial Jan. 31 deadline.

Members who did not meet the initial application and selection board deadlines will be allowed to forward applications for national cadet special activities directly to the Cadet Programs directorate at national headquarters. These candidates must have their squadron commander's permission to attend, as noted by the commander's signature on the CAP Form 31 or 70 for cadets and seniors respectively.

Wing commanders will be given the opportunity to "red line" applicants ineligible to attend prior to final selection for any activity, in a process similar to the IACE program.

♦ All remaining openings will be filled on a first-come, first-served basis.

In response to many requests to expand activity opportunities for younger cadets, Cadet Programs is offering the following options:

♦ We are lowering the age requirement for the National Ground SAR

school to 13 years old and will consider waivers (initiated by unit commanders only) to the standing age requirements for cadets who are within 4 months of the age requirements for all other activities (excluding IACE) on a case-by-case basis.

♦ Rocky Mountain Region's National Glider Encampment is open to 14 and 15 year olds.

Interested applicants should contact Lt Col Jack Buschmann at (303)321-7859. Additional information was published in March's Cadet Programs Today.

Scholarship winners

National headquarters has announced the 1996 scholarship winners in the general undergraduate, advanced undergraduate, graduate, and vocational-technical categories.

Forty-three percent of all applicants were selected to receive a scholarship. In addition, a special scholarship given by *Who's Who of America* is also listed.

The Cassaday-Elmore Ministerial Scholarship will be listed in an upcoming edition of *Cadet Programs Today* newsletter. Congratulations to the winners:

General undergraduate: Ivan Acosta, Florida; John Acton, Illinois; Jorge Barriere, California; James Daniel Bauer, Washington; Rebecca Boyne, New York; Jody Brow, Utah; Carmen Carreras, Florida; Gregory

Darling, New York; Michael Deaver, Colorado; Laura Dejong, Utah; Seth Dunn, Massachusetts; Michael Garman, Montana; Rayna Gravatt, Idaho; Dustin Hibbard, Illinois; Jeremy Hopkins, Oklahoma; John Hosmer, Alabama; Theresa Irving, California; Adam Kass, Illinois; Kathryn Kingsland, Alaska; Christopher Lacy, Virginia; Albert Lowe, Maryland; Joshua McIntyre, Washington; Chadwick Moeller, California; Rochard Muffoletto, Louisiana; Sean O'Shea, Illinois; Mark Parrish, Arkansas; David Paulson, Delaware; Jason Pons, Illinois; Larry Simon, Iowa; Heidi Solberg, Minnesota; Noelle Sublett, Illinois; George Turner Jr., Pennsylvania; Scott Ullery, New York; Daniel Whelan, New York; Angelica Williams, Iowa; Isaac Block, New Mexico; Kathy Hoverman, Indiana; Brooke Miller, New York; and Harold Bekemeyer, Florida.

Vocational-technical: Michael Donat, Michigan.

Advanced undergraduate: Sarah Ferdinand, Pennsylvania; Brandon Ford, Tennessee; Staci Mamula, Pennsylvania; Thomas Morgan, Illinois; and Ian Stegherr, Illinois.

Graduate: Lisa Nielsen, Illinois.

Special: Kevin Jones, Arizona.

Encampment feedback

The folks in Cadet Programs would like to hear from 1995 graduates of the National Flight Encampment programs.

How far are you in your flight training? What kinds of flight activities have you been participating in since you left? Have you kept in touch with your instructor or fellow students?

Let the folks in Cadet Programs know.

Editorial ... from Page 9

science. Through the Air Force connection (which Congress has proposed severing), the cadets are made to feel they are a part of something greater than themselves. They feel a part of the Air Force's rich traditions. And it is precisely the Air Force connection which has re-enforced, for these young adults, that they have a duty to country and a hand in keeping America safe.

With the chilling rise in juvenile crime, what could be more important than a program with high goals and ideals? Born out of the need for national readiness in time of war, the Civil Air Patrol is a sterling example of a peace-time program that has evolved to meet the nation's current needs. Our children flag in math and science, yet the Civil Air Patrol turns kids on to science and technology by using the draw kids feel to touch the sky.

NASA's Space Camp, the Civil Air Patrol's richer cousin, has the avowed mission to use the excitement of the space program and military aviation to motivate young people toward greater achievements in math and science, something which they have succeeded at admirably. A survey of kids attending Space Camp between 1987-1992 found that: 91 percent enrolled in more math, specifically algebra and calculus; 93 percent took more science courses,

primarily in physics and chemistry; and 87 percent chose engineering, math or science as their course of study. Yet not everyone can afford the week's \$650 tuition, not including plane fare, to motivate their child. They can, however, encourage their child's yearlong involvement in the Civil Air Patrol, which is run throughout the nation.

Gangs, drugs and their accompanying violence seem to hold our nation in their grip, polluting the futures of our young, plundering their hopes and dreams. It has caused President Clinton to talk tough on crime. He sounds the call to punish juveniles while sounding compassionate about making a difference in our communities, in reaching out to our kids.

Our senators and congressional representatives have been equally quick to wave the flag of reform. But where is their support for an organization that has quietly and faithfully accomplished these goals far from the media's attention? We'll find out when the Congress returns

from their spring break on April 16th.

Before the end of April, the House Committee on National Security and the Senate's Committee on Armed Services will put the very existence of the Civil Air Patrol cadet program up for a vote. At stake is nothing less than the future of one of our nation's true success stories in programs for young adults. But it is vulnerable precisely because its low profile has made it easy political prey.

In politics, the programs with the biggest lobbies get the cash, and the Civil Air Patrol is not an organization with tremendous clout. Yet it is a

“Before the end of April, the House Committee on National Security and Senate's Committee on Armed Services will put the very existence of the Civil Air Patrol cadet program up for a vote. At stake is nothing less than the future of one of our nation's true success stories in programs for young adults.”

program that, without flash or concern for self-promotion, has faithfully carried out its duty, a program that has become a model of old-fashioned principles. And it is more pro-America and pro-kids than all the rhetoric to come out of Washington in many years.

A 'REDCAP' Legislative Message from the National Commander



OFFICE OF THE NATIONAL COMMANDER
CIVIL AIR PATROL
UNITED STATES AIR FORCE AUXILIARY
Maxwell Air Force Base, Alabama 36112-6332

April 1996

To all Members of Civil Air Patrol

There is no more important an issue confronting CAP at this time than our continued Congressional funding in the FY97 budget now before Congress.

We expect the Senate Armed Services Readiness Subcommittee will reduce CAP funding as "nondefense" or "low priority." Some subcommittee members claim that CAP's administration and overhead costs are expensive with only a small amount spent on SAR. They also suggest that CAP's SAR function should move from USAF to DOT.

In reality, CAP's administration costs are minimal when one considers that a mere 200 CAP employees administer a national organization of 53,000 members. Compare that reality to military units or civil corporations where all members are salaried. Without question, CAP is the best bargain in government — bar none!

Additionally, a transfer of CAP from our USAF sponsors to DOT would fatally injure our SAR mission and end the CAP Cadet Program and Aerospace Education as we know it.

***CAP NEEDS YOUR HELP** — Today! Please take action by participating in our grassroots letter, fax and e-mail campaign. On the next page are two sample letters that members can use to write their own representatives and the House and Senate committee members. Do it today. And make it a priority because Congress will act within two or three weeks.*

Meanwhile, our legislative team will work the "Hill" under the able direction of Colonel Tom Handley. Working together, we can counter this challenge and ensure CAP's viability into the 21st Century.

This is critical to CAP's future. Please act today.

*Richard Anderson
Brigadier General, CAP
National Commander*

SAMPLE LETTER #1

The Honorable XXXX X. XXXX
Address
Washington, DC Zip

Dear Senator/Congressman XXXX:

Request your support for full funding for Civil Air Patrol (CAP) in the FY 97 DOD budget. Senator McCain will again attempt to reduce or eliminate CAP funding claiming it is a nondefense program. That is simply not correct. Please consider the following:

1. Civil Air Patrol is the official auxiliary of the U.S. Air Force by law and has been since 1948. CAP is an integral part of the "total force" of the US Air Force, including the Air National Guard, Air Force Reserve, Civil Air Patrol and active duty personnel.

2. Civil Air Patrol is a priority defense program helping to maintain Air Force readiness by shouldering many noncombat missions of the Air Force as follows:

a. CAP's Cadet Program is vital to Air Force recruiting and critical to readiness because we train thousands of members who later become senior leaders of the Air Force. A full 10% of each Air Force Academy class consists of CAP cadets. You may recall the picture flashed across millions of TV screens after Capt. Scott O'Grady escaped from Bosnia and was greeted by Lt. Gen. Michael Ryan. What the world didn't know was that these two men shared a common bond. They are both former CAP cadets.

b. Year after year CAP volunteer members perform more than 85% of all inland search and rescue missions under the authorization of the Air Force Rescue Coordination Center. Last year their efforts saved the Air Force in excess of \$20 million, had Air Force aircraft been used.

c. CAP members fly low-level route surveys to support tactical Air Force aircraft training missions.

d. Today CAP volunteer members provide tens of thousands of flying hours to support the Air Force Counterdrug program. We have been instrumental in providing intelligence data or support which contributed to the seizure and destruction of over \$2 billion in marijuana and marijuana plants and the seizure of more than \$8 million in other drugs in 1994 alone. By using CAP volunteers and aircraft, the Air Force saved in excess of \$50 million.

e. Through an agreement with the Air Force ROTC program, CAP has provided opportunities to thousands of AFROTC cadets allowing them to experience flight and practice leadership skills.

f. CAP has the largest emergency communication network in the world and is an active participant in Air Force nationwide training exercises.

g. Recent comments from the Senate Armed Services Committee have indicated that a substantial portion of CAP's FY 96 \$20 million budget goes to personnel costs and overhead, and that only 10% goes to reimburse volunteer search and rescue pilots. That information, which was pulled from an inaccurate GAO report initially used to reduce CAP's funding, is wrong. From that \$20 million, \$10 million of that went toward personnel costs — which funded 94 CAP employees at CAP National Headquarters and 89 retiree liaison officers on half pay who are assigned to CAP wings across the country. That \$10 million replaced some \$13 million formerly spent for almost 200 Air Force personnel who were released as a result of the Congressionally approved FY 95 reorganization of CAP. Thus the "substantial overhead and personnel costs" referred to by the committee provide a total of 183 paid staff who support 52,000 CAP volunteers throughout the country — a ratio of one paid staff member for every 2,500 volunteers and the lowest ratio for an organization of its kind.

Other comments regarding the 10% going toward volunteer pilots is equally incorrect and misleading. FY 96 funding of \$2.6 million was approved in the O&M budget which is used for fuel and maintenance reimbursement. Volunteer SAR pilots fly, by definition, without compensation, but are supported by other parts of the budget including the annual \$2.6 million used to procure light aircraft (to keep CAP's 530-plus Cessna fleet at an average age of 10 years), and an additional \$1 million for depot-type aircraft maintenance.

h. A recent wide-sweeping Air Force-commissioned Broad Area Review has strongly endorsed a variety of broader missions for the Civil Air Patrol, in support of US Air Force missions, that are expected to save money and increase operational efficiency of both organizations. Initiatives proposed by the BAR include the following: Enhanced CAP Cadet Program; operation of the Air Force Rescue Coordination Center by CAP personnel; and augmentation of Air Force active duty positions by CAP members.

In conclusion, Civil Air Patrol is a priority defense program activated in 1941 to bolster Army Air Corps readiness in World War II. CAP destroyed Nazi submarines off the US coast and performed many other wartime readiness missions that earned 800 Air Medals for our air crewmen from a grateful nation. In recognition of outstanding service, CAP was chartered by Congress in 1946. Even though our activities are not as highly visible today, the 51,000 dedicated volunteers of CAP continue to shoulder critical Air Force missions at bargain prices, contributing to military readiness, many times at personal risk.

Reductions in the DOD budget are the very reason that CAP should remain fully funded and part of DOD. To replace the Air Force assigned services provided by CAP with Air Force personnel and equipment would cost considerably more than the annual funding allocated to CAP. Since CAP already operates in a very efficient manner, it cannot fully perform its Congressionally assigned missions without full budget support.

Therefore, as you begin your deliberations, may I respectfully request your support of CAP's full funding as a part of military readiness for the US Air Force.

SAMPLE LETTER #2

The Honorable XXXX X. XXXX
Address
Washington, DC Zip

Dear Senator/Congressman XXXX:

We urge your personal support for CAP to remain fully funded in the FY 97 DOD budget. We have information that Senator McCain will again attempt to reduce or eliminate CAP funding from the defense budget as a non defense program. That's wrong.

CAP has been an auxiliary of the Air Force by law since 1948 and it 53,000 volunteer members have proudly performed Air Force assigned missions since that time saving the Air Force and the country countless millions each year. In these times of dwindling defense dollars CAP plays an increasing role with its volunteers. To cut the program that saves money is counterproductive. A sampling of CAP's missions for the Air Force and country are as follows:

Primary resource for search and rescue. CAP volunteers fly over 85% of all search and rescue missions in this country each year as Air Force missions resulting in the saving of countless millions and many hundreds of lives.

Resource for low level training route survey in support of tactical Air Force training missions.

Damage assessment. CAP is part of Air Force structure in national damage assessment plans.

Emergency communications training. CAP has the largest emergency communications network in the world and actively participates in Air Force communications training exercises.

Flight screening and orientation for AFROTC. CAP affords AFROTC cadets the opportunity to experience flight and proactive leadership skills.

Recruiting tool. CAP cadet program introduces the military lifestyle to America's youth. A full 10% of each Air Force Academy class consists of CAP cadets.

Support for the Air Force counterdrug program. CAP flies tens of thousands of hour each year to gather intelligence data that has resulted in the seizure of billions of dollars worth of marijuana.

Cost efficient headquarters operation. Only \$10 million in O&M funding provides for 183 paid staff members — 94 CAP employees at CAP National Headquarters and 89 retiree liaison officers on half pay — who support 52,000 CAP volunteers throughout the country — a ratio of one paid staff member for every 2,500 volunteers and the lowest ratio for an organization of its kind. (Figure is down from \$13 million prior to CAP's FY 95 reorganization.)

Broader missions for CAP. A recent wide-sweeping Air Force-commissioned Broad Area Review has strongly endorsed a variety of broader missions for the Civil Air Patrol, in support of US Air Force operations, that are expected to save money and increase operational efficiency of both organizations. Initiatives proposed by the BAR include the following: enhanced CAP Cadet Program; operation of the Air Force Rescue Coordination Center by CAP personnel; and augmentation of Air Force duty positions by CAP members.

As you can see, reductions in the DOD budget are the very reason that CAP should remain fully funded and part of DOD. To replace the Air Force assigned services provided by CAP volunteers with Air Force personnel and equipment would cost considerably more than budget funds allocated to CAP. Since CAP already operates in a very efficient manner, it cannot fully perform its Congressionally assigned missions without full budget support. I respectfully solicit your support for full funding for CAP.

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ROUNDUP '96

Civil Air Patrol

National Board Meeting
&
Annual Conference



AUGUST 8-10
SAN ANTONIO, TEXAS
1996

August 1996 National Board Hotel Registration Form

Check-In Time
4:00 PM

San Antonio Marriott Rivercenter
101 Bowie—San Antonio, Texas 78205

Check-Out Time
12:00 Noon

210-223-1000

For Reservations 1-800-648-4462

Fax 210-554-6248

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Name of Group: Civil Air Patrol
Official Dates: 8-10 August 1996



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August 1996 National Board Registration Form

Civil Air Patrol's National Board Meeting will be held 8-10 August 1996 at the Marriott River Center in San Antonio TX. A business meeting for the National Board is scheduled for 8 August with general assemblies on the mornings of 9 and 10 August. A wide variety of informative seminars are scheduled for 9 and 10 August with entertainment and dancing.

EARLY ATTENDANCE REGISTRATION ONLY..... \$35

LATE ATTENDANCE REGISTRATION ONLY..... \$40

EARLY BANQUET REGISTRATION ONLY..... \$35

LATE BANQUET REGISTRATION ONLY..... \$40

EARLY ATTENDANCE & BANQUET REGISTRATION ONLY..... \$70

LATE ATTENDANCE & BANQUET REGISTRATION ONLY..... \$80

To qualify for early registration, this form must be mailed with a postmark by 5 July. Cutoff for registration at National Headquarters is 5 July.

CAPSN/SSN _____ Wing/Region _____ Grade/Rank _____

Name (please print) _____ Preferred First Name for Badge _____

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MAKE CHECKS PAYABLE TO: NATIONAL HEADQUARTERS CIVIL AIR PATROL AND MAIL TO HQCAP/FM 105 S. HANSELL STREET, MAXWELL AFB, AL 36112-6332. TO RECEIVE A FULL REFUND, CANCELLATIONS MUST BE POSTMARKED NOT LATER THAN 5 JULY 1996. A \$20 FEE WILL BE ASSESSED AFTER THIS DATE. NO BANQUET REFUNDS AFTER 7 AUGUST 1996. THE BANQUET FEE OF \$35 (\$40 LATE) REPRESENTS THE VALUE OF THE BANQUET MEAL FURNISHED. UNDER IRS CODE, THAT AMOUNT IS NOT DEDUCTIBLE AS A CHARITABLE CONTRIBUTION TO CAP FOR FEDERAL INCOME TAX PURPOSES.

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FLYING GATORS OVER THE SWAMP

Over the area of Gainesville, Fla., affectionately referred to as 'The Swamp' by University of Florida 'Gator' fans, there are some very motivated Air Force ROTC cadets and Civil Air Patrol pilots burning quite a few holes in the sky ...

Over the area of Gainesville, Fla., affectionately referred to as the swamp by University of Florida 'gator fans, there are some very motivated Air Force ROTC cadets and Civil Air Patrol pilots burning quite a few holes in the sky when Florida thunderstorms aren't keeping them on the ground.

The "Flying Gators" completed 127.2 of their 152 funded flights in fiscal year 1995 for a sortie effectiveness rate of 83.7 percent. Team effort accurately describes how the AFROTC-CAP squadron became so successful.

It all began with a phone call from Air Force Capt. Elizabeth May, Detachment 150, University of Florida, to CAP's Florida Group 2 director of operations Maj. Doug Abruzzo.

After the AFROTC Detachment 150 CAP Squadron was chartered and organized, responsibility for the majority of operations was turned over to the cadets. Cadet Mike Ryan is the current commander and May remained the official squadron commander.

Col. Paul Horton, commander of AFROTC Detachment 150, is also dedicated to the program. As an official CAP orientation pilot, he now flies detachment cadets in the orientation program several times a week. He also teaches a squadron navigation course to prepare ROTC cadets for level four flight.

One of the reasons the program is so successful is because of the esprit de corps and high morale in the unit. May has ensured that cadets who commit their time and energy to the program are duly recognized, said cadet John Chan.

Squadron members who complete the Level One Cadet Protection and Human Relations course are awarded a membership ribbon, as well as a red fourragere which indicates CAP membership. Flight suits were also provided with the help of CAP Wing Liaison Officer Lt. Col. Mark Lee.

In keeping with the spirit of the joint initiative, the "Flying Gators" are implementing phase two of the program. This phase guides ROTC

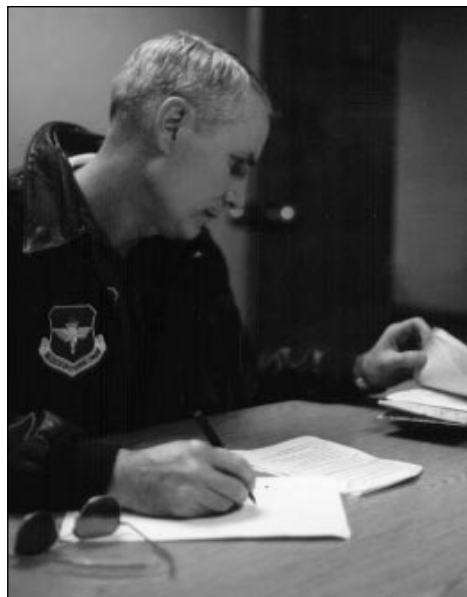
cadets who have already completed their flying through CAP specialty tracks and emergency services operations training.

Another cadre member, Capt. John Parker, teaches a private pilot ground school to cadets wanting to get more serious about flying.

Continuing in the team effort, May volunteered to process all CAP Form 108s for the ROTC sorties so the pilots who support the program can get reimbursed more quickly.

Overall, the future of the "Flying Gators" looks great, but the squadron would not have been so successful if not for a team effort including Maj. Joe Smith at Air Force ROTC Headquarters at Maxwell Air Force Base, and Amy Brown and John Sistrunk at CAP National Headquarters which is also at Maxwell. "They all provided great customer support to everyone in the unit — the pilots, cadre, local and wing CAP folks, and, of course, to the cadets," said May.

For more information or assistance in chartering a joint-initiative squadron, call May or Abruzzo at (904) 371-9691.



Col. Paul Horton, commander of AFROTC Detachment 150 at the University of Florida, double checks the flight information he'll use during his preflight mission briefing.



Col. Paul Horton and AFROTC cadet Christopher Wilkes conduct a preflight inspection on a Civil Air Patrol Cessna 172.

**Air Force Capt. Elizabeth May
&
AFROTC Cadet Capt. John Chan**



Several Texas Wing Group 19 cadets find the "fox," a practice emergency locator transmitter, at a home located about 50 miles away from the start of a recent ELT "hunt."

'We have the fox!'

They're known throughout Civil Air Patrol as 'fox hunts' — where the 'hunters' try to find a practice emergency locator transmitter no bigger than a pocket radio in as short a time as possible hiding in a 100-square-mile area.

A practice emergency locator transmitter mission is designed to train members to respond effectively in a real-world situation. Which is why more than 100 members of Group 19, from the San Antonio and Austin areas, recently attended a two-day ground team training course at Brooks Air Force Base, in San Antonio.

The course, led by Capt. Kristine Hanson, commander of the Randolph Composite Squadron, and Capt. Morgan Montalvo, Group 19 training officer, was packed with classroom training and in-field missions.

Topics covered during the program included field safety, blood-borne pathogens, flight operations and communications.

The first evening, a Friday night, the class conducted an ELT mission on the base. The mistakes made during this mission proved to be the lead-off for the briefing the next morning.

CAP member and long-time "fox hunter" John Sippel told the class on Saturday morning, "We let

you make mistakes last night so you won't make them, again; not only today, but in the future. That's why we're here — to learn."

And learn they did. Cadets, as well as senior members, were taught everything from proper

Lt. Tim D. McKee
Bexar County
Senior Flight Squadron
San Antonio, Texas

in-field dress to needed equipment, survival techniques, communication procedures, D.F. identification and the most important issue of any mission — safety.

In addition to the ELT training, the course also produced three senior-member mission coordinators: 1st Lt. Tim D. McKee, Bexar County Senior Flight Squadron, Cpt. Bernie Rubal, Bexar County

Senior Flight Squadron, and Montalvo. "I never thought that being a mission coordinator could be so overwhelming," said Montalvo, referring to the fact that it means communicating with many people and following up on many details, not to mention being responsible for everyone's safety.

Texas Wing Emergency Services Director Lt. Col. Fred Deyeso, who had overall responsibility for the course, said, "This school was an overwhelming success, especially when you consider it was the first of its kind in the San Antonio area. I look forward to many more schools like this one in the future."

John Sippel, who conducted the DF training, told the class that, in his youth, he and his friends would "fox hunt" using only hand-held radios. The person who had the fox, a transmitter, would locate it some miles away then turn it on and off at intermittent times. This made the hunt extremely difficult. However, he said "When you've been trained to find a fox that way, finding an ELT that's constantly transmitting is a lot easier."



John Sippel teaches directional finding techniques during a two-day ground team training course at Brooks Air Force Base in San Antonio.



Group 19 cadets use a direction finder to pinpoint the location of the practice ELT.

Awards



Paul E. Garber Awards

Maj. Joseph V. Bonsera	NY	Maj. Stanley Scharf	NY
Maj. David A. Caraway	CO	Maj. Robert J. Snyder	IA
Maj. William A. Chick	VA	Maj. Thomas M. Thibodeau	AK
Maj. Harry E. Jones	FL	Maj. Ronald E. Thompson	AZ
Maj. John E. Kenny	OK	Maj. Carl D. Trubee Jr	TX
Maj. John D. Kiger III	FL	Maj. Ernest W. Venis	NCR
Maj. Raymond E. Reamey	OK	Maj. Stanley Warshaw	VT



Gen. Carl Spaatz Awards

18014 James A. Iacarino

HO Awards/ Appointments

Distinguished Service Medal

Col. Robert W. Kirkwood
Col. George T. Redfern
Col. Colin A. Ward

Unit Citation Award

Comanche Eagle CS (OK)
Lake CS (FL)
Anniston CS (AL)
DeKalb County Cadet Sq. (GA)
Elba Senior Sq. (AL)
Maxwell AFB Cadet Sq. (AL)
PTC Falcon Field Composite Sq. (GA)
Group 2 (PR)

Command Positions

Col. Gary H. Tobey
Commander, Rocky Mountain Region
Col. David H. Spenner
Vice Commander, Great Lakes Region
Lt. Col. William F. Hines
Commander, Colorado Wing



Amelia Earhart Awards

02073	Ryan P. Nunez	27049	Josh R. Reeves
03042	Aaron D. Adams	31173	Rebecca M. Boyne
04282	Tony B. Trimboli	31288	Komkwuan Pholtavee
09043	Aaric K. Pittman	37025	Robbie N. Solenday
11067	Catherine A. Flynn	37026	James J. Cucchiara
11219	Shawna M. Hurley	37035	Stephen K. Pitts
12093	James B. Reeves	39074	Bradley W. A. Coffey
12184	Brad R. Martin	41005	Katherine L. Morrison
13088	Eric C. Myrtue	45064	Larkin G. Scott
13088	Matt J. Jansen	47013	Robert A. Casto
13088	Marilyn A. Feilmeier	49018	James A. Duran
13088	Shari A. Meyer	52066	Santos L. Ramirez
17058	Josh B. Broder		

Ira C. Eaker Awards

05030	Nicholas T. Medlock
08019	John A. Russo
11004	Dale A. Howard Jr.
11061	Andrew R. Gates
18038	Alisha M. Cope
31238	Stephen R. Goldbach
35103	James I. Strickler
41170	Stephan E. Russ
45060	Nathan K. Friedline
48153	Michael A. Yunc
48153	Karl R. Hanson
52091	Edward D. Marshall



Grover Loening Awards

Maj. Jimmie D. Burton	CO	Capt. Bernard L. Duncan	DC	Capt. John L. Paeper	NY
Capt. Karen J. Basham	IN	Capt. Stanley M. Friedenreich	FL	Capt. John R. Pennington	FL
Capt. Robert G. Berrington	NV	Capt. William J. Garlit	FL	Maj. David H. Reese	WA
1st Lt. Kenneth G. Bishop	NJ	Capt. Robert P. Haase	MI	Maj. David D. Roehl	WY
Capt. Carol J. Blinbury	PA	Maj. Terry Hawes	PA	2nd Lt. Edmund G. Rotzinger	OK
Capt. Wilbur R. Bradigan	NY	Maj. Jennifer J. Horning	LA	Capt. Robert C. Scott	FL
Capt. James R. Chambliss	KS	Capt. Stephen W. Horning	LA	Capt. Michael L. Skaff	TX
Capt. Robert L. Chatham	CA	Capt. Edward B. Keeley, Jr.	CA	Capt. Ernest Spinelli	FL
Capt. Jorge G. Del Rio	SER	Capt. Jeames A. Laird	WA	1st Lt. John W. Struble	PA
Capt. Jean C. Besmarais	RI	Capt. Lewis W. Lester	WV	Capt. Dean C. C. Thomas	CA
Capt. Patricia J. Devlin	PA	1st Lt. Rodney P. Noren	FL	Capt. James E. Wiley	TN
Lt. Col. Gerald D. Donahue	NCR	Capt. Jack R. Ochs	CA		



Gill Robb Wilson Awards

Maj. Joseph V. Bonsera	NY
Maj. David A. Caraway	CO
Maj. William A. Chick	VA
Maj. Harry E. Jones	FL
Maj. John D. Kiger III	OK
Maj. Raymond E. Reamey	OK
Maj. Stanley Scharf	NY
Maj. Robert J. Synder	IA
Maj. Thomas M. Thibodeau	AK
Maj. Ronald E. Thompson	AZ
Maj. Carl D. Trubee Jr	TX
Maj. Ernest W. Venis	NCR
Maj. Stanley Warshaw	VT



Brig. Gen. Charles E. Yeager Aerospace Education Achievement Awards



Maj. Shirley Schappert	36037	Capt. R. E. Wright, Sr.	36089	1st Lt. Jan E. Van Hoven	24053	Virginia Garrett	17033
Capt. Lloyd S. Berg	46051	1st Lt. Aaron C. Conrad	46051	1st Lt. Michael Waluk	29003	Edward D. Jakawich	46051
Capt. John C. Curtis	46051	1st Lt. Suzanne Derrick	36073	2nd Lt. Eric Gifford	17035	Jerry M. Jones	46051
Capt. Kenneth A. Davis	46051	1st Lt. Shannon D. Harlan	36016	2nd Lt. John H. Miller	36001	Eugene Knight	17033
Capt. Robert N. Edwards	24053	1st Lt. John A. Holmberg	46051	2nd Lt. Steven E. Pargan	46051	Heidi Knight	17033
Capt. Dale E. Forrest	36055	1st Lt. Harlen Lowrey	36016	2nd Lt. Bryan Reeves	36073	Michael Krogh	14006
Capt. John L. Husted, Jr.	36089	1st Lt. Robert Parker	36050	2nd Lt. Debara L. Sander	46051	David O. Miller	46051
Capt. Bud Moyer	46051	1st Lt. Leonard M. Pintok	21094	Greg A. Bishop	46051	Maureen T. Reilly	46051
Capt. Raymond Palotay	36042	1st Lt. Frances Renfro	36037	Katrina Bland	36016	John A. Sheridan	46051
Capt. Wade Samuse	36106	1st Lt. Steven Sandelier	17033	Domonic Boswell	36106	David W. Wiggins	46051
Capt. Leon G. Sanders	36051	1st Lt. Stuart D. Smith	24053	Alan J. Brantley	36055	Marsha Wolfe	36106
Capt. Alan R. Wollum	21017	1st Lt. Doris R. Van Hoven	24053	Kathryn S. Cotes	46051	Scott Wolfe	36106



Gen. Billy Mitchell Awards

Paul R. Bettencourt	CA	08378	Brian L. Muench	19075	Jack J. Goguen	34278	Adam C. Deem	46078	Andy E. Hahn
03107	Joseph D. Knotts	11008	Andrew J. Anderson	24053	Katherine M. Brauer	37025	Shaheen Fakhra	47020	Christopher K. Reid
04169	Jason W. Stock	11042	Joshua M. Styx	26002	Richard D. Roe	37026	Alan W. Heckman	48046	Matthew J. Seewald
04261	Bryan J. Murdock	11042	Melissa A. Sweetwood	28014	Kevin J. Guay	37060	Allison F. Murphy	48046	Crystal C. Kappelman
04394	Thomas P. F. Phillipson	11061	John W. Mathis	28014	Jorgen S. Strycharz	40050	Reid G. Ormseth	48156	Tamara L. Toussaint
05143	Kevin C. Shaw	15073	Matthew J. Kremer	29004	Shawn Nelson	41036	Randal E. Miller	48190	Matt J. Savage
05148	David M. Kohler	16091	Charles N. Faith	31141	Bryan K. Pillai	41036	Brian K. Baker	52064	Edwin R. Ortiz
05148	Kyle J. Warf	16091	Jeffrey A. Noble	31301	Robert Newhouse	41144	Harrel E. Conner	52064	Carlos F. Diaz
08028	Zoila C. Forgione	18014	Jessica L. Obitz	31386	Stephanie L. Passno	42367	Jeffrey M. Paddon	52064	Hector R. Lopez
08033	Brian M. Halcomb	18052	Joshua W. Criss	32019	Kenneth E. Dixon	46007	Michelle L. Maggitti	52094	Carlos Latorre
08237	Evan M. Thomas	18089	James E. Thompson	34117	Michael Lingenfelter	46007	Jason L. Riggs	52123	Rafael A. Oquendo
08242	Jason B. Jimenez	19022	Tin T. Nguyen	34227	Charles J. Hatfield	46007	Garret A. Keethler	52123	Angel Correa
08335	Michael J. Becatti							52123	Luis Navarro